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Environments for physical activity in Europe: a review of evidence and examples of practice

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HOW TO CREATE AN
URBAN ACTIVE ENVIRONMENT (UActive) ACTION PLAN:
LESSONS LEARNT AND CASE STUDIES FROM FIVE
EUROPEAN CITIES FROM THE SPACE EU PROJECT.

www.activeenvironments.eu



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Erasmus+ Programme
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SPAcE - Supporting Policy and Action for Active Environments

How to create an
Urban Active Environment (UActiveE) Action Plan:
Lessons learnt and case studies from five European cities
from the SPAcE EU project

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EXECUTIVE SUMMARY

Supporting Policy and Action for Active Environments (SPAcE) was a three year project co-funded by the “Sport: Collaborative Partnerships” of the Erasmus+ Programme (2015-2017).

The project linked together 10 project partners from 8 different EU countries to achieve the objective of developing sustainable active urban environments in cities and towns across the EU.

The overall aim of the SPAcE project was to make the healthy choice the easy choice through creating healthy urban environments. Ultimately, SPAcE aimed to: support the creation of Action Plans, to promote an increase of physical activity levels in the communities involved in the project encourage social inclusion through more active participation.

This document is the second of three products from the project. It aims to provide practical information to help people to develop and co-produce their own Urban Active Environment Action Plan to facilitate physical activity within their own environments. It will be of interest to a wide range of professionals including government officers, health professionals, urban and transport planners, and walking and cycling advocates.

This document describes and defines an urban active environment, and shows how an Action Plan can be developed to support the creation of a health enhancing, urban environment. It also provides five case study examples of how this was undertaken in the SPAcE project.

The other two documents in the series are a summary of evidence and good practices from the 8 partner countries (Cavill, 2016) and a guide to the use of WHO Health Economic Assessment Tool for Walking and Cycling (HEAT) (Cavill, N., Kahlmeier, S., Crone D. & Goudas, M.(Eds.) (2017) in each of the five implementation sites of the SPAcE project. The three documents combined are the series outputs from the SPAcE project. All three documents can be accessed here:

<http://activeenvironments.eu/download/>

Information about the WHO HEAT Tool can be accessed here:

<http://www.walkingandcycling.org>



INTRODUCTION



INTRODUCTION

Introduction to the SPAcE project

Supporting Policy and Action for Active Environments (SPAcE) was a three-year project co-funded by the Erasmus+ Sport Collaborative Partnerships Programme.

The project linked together 10 project partners from 8 different EU countries to achieve the objective of developing sustainable active urban environments in cities and towns across the EU. Partners are listed below, with their project responsibilities identified in brackets:

- University of Gloucestershire, UK (Coordinator/project lead)
- University of Oxford, UK (Subject expert/reviewer)
- University of Thessaly, Greece (Intervention site support/product development)
- University of Zurich, Switzerland (Subject expert/reviewer)
- Fit for Life Program, Finland (Action Plan support)
- Brasov Metropolitan Agency, Romania (Implementation site)
- Castilla La Mancha Regional Government of Education, Spain (Implementation site)
- CESIE, Italy (Implementation site)
- Tukums Municipality, Latvia (Implementation site)
- The Municipality of Trikala, Greece (Implementation site).

The overall aim of the SPAcE project was to make the healthy choice the easy choice through creating healthy urban environments in five cities, of the partner countries. These 'implementation sites' were in Brasov, Romania; Castilla La Mancha, Spain; Palermo, Italy; Tukums, Latvia; and Trikala, Greece. The SPAcE project achieved this through the development of Action Plans, to create urban environments that encourage physical activity in the communities involved in the project. Through facilitating healthy urban environments, it aimed to increase physical activity levels, and support and encourage social inclusion through more active participation and sustainable urban mobility.

What are active environments?

The project adopted the following definition for 'active environments' (Cavill, 2016):

“physical or social environments that provide positive encouragement in helping people to be physically active, and to make the active choice.” [pg. 9]

Examples of physical environments might include:

- Town centres that have reduced or excluded cars and/or been pedestrianised
- Parks and green spaces that encourage walking and play
- Places with outdoor exercise equipment, known as 'trim trails'
- River or canal paths enhanced to encourage walking
- Cycle infrastructure such as bike paths or signage

- Seats, benches and cafes in urban areas, i.e. places to visit to encourage people to be active
- Community gardens
- School playgrounds modified to encourage active play.

Examples of social environments might include:

- Policies at local or national government level that actively prioritise physical activity including walking and cycling
- Urban planning policies that prioritise walking and cycling over car use
- Tourism policies that promote walking, cycling and active leisure (e.g. tourist trails, bike hire or subsidised public transport)
- Car free days or walk/cycle events that encourage mass community participation.
- Mass participation races or events
- Campaigns that promote physical activity to the citizens
- Signs showing how long it takes to walk and cycle to a destination
- Walking or cycling 'buses' (schemes where children walk or cycle to school in a group)
- Clubs and social groups for sport and physical activity
- Promotions or subsidy for leisure activities
- Social media that actively promotes physical activity.

For more information on the evidence and practical examples of interventions underpinning active environments, please refer to the SPAcE Review of Evidence and Examples of Good Practice document (product 1 from this project) which can be accessed and downloaded at:

<http://activeenvironments.eu/media/space-review-evidence-exemples-practice.pdf>



Aim of this document

The aim of this document is to provide an explanation of how an Urban Active Environment (UActiveE) Action Plan can be developed. It includes guidance on how to develop an Action Plan, what it needs to include, who to involve in the process of developing it, and case study examples. To provide examples of what an action Plan might look like, there are five example Action Plans from the SPAcE implementation sites from Romania, Spain, Italy, Latvia and Greece. There are also links to other useful documents developed to support the Action Plans co-production process, including the template used by each site.

URBAN ACTIVE ENVIRONMENT (UActiveE) ACTION PLAN



URBAN ACTIVE ENVIRONMENT (UActiveE) ACTION PLAN

What is an Urban Active Environment (UActiveE) Action Plan?

An Urban Active Environment (UActiveE) Action Plan is a co-produced, comprehensive plan that outlines a vision for the future. It details actions and specific goals, towards achieving that vision. Dependent on what the specific goals are, they focus in the following areas:

- Specific settings and/or population groups, for example, children/schools, urban town centre/community.
- The built environment, e.g. town centre with reduced car access, cycling/pedestrian infrastructure, parks and green spaces, free outdoor exercise equipment, school playgrounds, etc.
- The social environment, e.g. supporting policies, campaigns, clubs and groups, social media approaches, etc.

Why develop an Action Plan?

Developing a UActiveE Action Plan will help organisations to plan strategically for increases in both individual and community, physical activity. It can also support and encourage social inclusion through more active participation in the local environment. One of its aims is to develop a change in culture, where physical activity and an active lifestyle become both the easier, and preferred, choice.

How to create a UActiveE Action Plan – learning from the SPAcE project

In the SPAcE project, five implementation sites developed UActiveE Action Plans. They used the following six steps:

1. Informed by evidence
2. Consultation and co-production
3. Use of a template
4. Review and refine
5. Endorsement
6. Implementation and evaluation.

The process of developing the UActiveE Action plans, using these six steps, took between 12 and 18 months. Implementation followed their development. The steps are explained in Figure 1 and in the supporting documents from the project, developed to assist with the Action Plan process.

These are available from: www.activeenvironments.eu. Available documents include:

- SPaCE EU Project UActive Action Plan template (which includes further details on each of the six steps)
- Methods for creative thinking in co-production
- Considerations when creating a working group
- Ideas to support the implementation of the Action Plan
- SPaCE Action Plan review template

6 STEPS

To develop a UActiveE Action Plan

Informed by evidence

1. Audit based on:
 - a. data on health, physical activity, transport, cycling and walking, etc.
 - b. relevant public policies.

1

Consultation and co-production

1. Identify key stakeholders (education planning, Health etc)
2. Set up a working group with some (or all) of the stakeholders
3. Together co-produce the Action Plan

2

Use of a template:

1. Key headings to include - Introduction; Background; Public Policies; SWOT analysis; Action Plan; Evaluation, Conclusion

3

Review and refine:

1. Consultation - stakeholders (wider than those in the working group)
2. Community consultation
3. Peer review - identify key personnel to undertake this

4

Endorsement:

1. Local government or municipality formally adopt the plan
2. Seek and secure support from elected members of the community

5

Implementation and evaluation:

1. Co-implement with all stakeholder groups
2. Evaluate progress/ implementation
3. Produce and disseminate progress reports.

6



Characteristics of the five example SPAcE UActive Action Plans

There are five case study examples Action Plans in Section 4. These are short executive summaries of each of the UActive Action Plans from the SPAcE project. Each of these is different, based on the consultation, evidence, needs and desired focus of the city, town or municipality within which it is situated. A summary of the characteristics of each case study is in the table below.

Table 1: Characteristics of each SPAcE UActive Action Plan

Case study	Vision	Characteristics
Brasov, Romania	Brasov - the city where cycling is a way of life.	<ul style="list-style-type: none"> • Mobility infrastructure development including cycle lane infrastructure and a bike park. • Public awareness campaign including promotional activities to promote cycling and walking for 8-80 year olds.
Castilla La Mancha, Spain	Active mobility will become an easy, sustainable and popular alternative in Toledo, for an efficient, safe and healthy daily transportation.	<ul style="list-style-type: none"> • To develop an infrastructure to link Toledo city and neighbouring areas for active mobility. • Promotion of <ul style="list-style-type: none"> ○ the new infrastructure development ○ active transport.
Palermo, Italy	Palermo – home of active and healthy school communities.	<ul style="list-style-type: none"> • School environment, a number of programmes including: <ul style="list-style-type: none"> ○ increasing activity in/out of school ○ support for teachers to promote physical activity ○ school gardening ○ development of safe routes to schools and local places of recreation.
Tukums, Latvia	In motion in Tukums! A town where everything can be reached by foot and bicycle.	<ul style="list-style-type: none"> • Mobility infrastructure development (speed reduction, cycle lanes in/between communities). • Development of recreational areas (promotion, equipment, new tourism offers).
Trikala, Greece	A city that eliminated all car-use from the extended city centre.	<ul style="list-style-type: none"> • Connectivity in two specific areas: <ul style="list-style-type: none"> ○ connecting the city with the leisure and recreation settings by cycle lanes and pedestrian paths ○ improving the overall connectivity of pedestrian routes and cycle lanes in the city. • Promotion of walking and cycling.

Summary Action Plans are in Section 4.

Lessons learnt from creating a UActive Action Plan

The SPaCE project included an evaluation to learn from the process of developing the Action Plans. The evaluation involved a series of interviews with the project partners who developed the UActive Action Plans in the five implementation sites. Key learning from their experiences, captured in the interviews, are summarised to provide insight and advice for organisations wishing to develop their own UActive Action Plans. Recommendations based on these are also provided.

Process

- The case study sites found both the template for drafting the Action Plan, and the process of critical review of the draft plans, helpful in developing the Plan.

Co-production of the Action Plan

- SPaCE suggested convening a working group from local stakeholders to help propose actions for the UActive Action Plan and where possible, co-produce the Plan. Whilst this process of consultation and engagement with stakeholders was familiar to most of the case study sites, the development of a detailed Action Plan focussing on active environment was a new experience.
- The constitution of the steering group was critical: in many sites, it was easy to find interested parties (e.g. cycling groups) but harder to convince influential politicians or decision-makers to become involved.

Use of evidence and good practice

- Evidence summary and good practice document (product 1) provided a useful framework for inspiration and ideas for implementation partners.
- Providing implementation partners with customised evidence related to specific challenges was valued.
- Active contributions of all project partners in the collation of evidence and case studies facilitated translation from science into practice and vice versa.

Action Plan content

- All action plans included a mix of social and physical environment actions, adapted to local need and context.
- Cycling seemed to be a more prominent focus compared to walking, perhaps because the infrastructure is more distinct and the advocacy groups more visible.
- Money was a critical barrier: while some sites produced ambitious plans, they worried that they may not be funded.

Integrating economic appraisal

- Concept of economic appraisal was not new to partners but WHO HEAT Tool was. Its practical application proved challenging for many sites.
- Furthermore, the scarcity of good data on walking and/or cycling hindered the use of the HEAT Tool.

Recommendations for developing an UActive Action Plan

These are presented below, in sections relating to the Action Plan development process.

Process

- Use a defined template to draft the Action Plan; either use or modify, the SPaCE UActive Action Plan template.
- Consider the six steps to its development and plan the development and implementation carefully, with defined time scales.
- Seek, or collect, data on current levels of walking/cycling locally and nationally which can be used in the WHO HEAT Tool.
- Collate national, regional and local policies on demographic profile of the community, data on health status, physical environment, physical activity levels within the community, and transport behaviour, etc. These could be used to help identify opportunities and also provide evidence to support the content and implementation of the Action Plan.

Stakeholders, peer review and community consultation

Identification and engagement of key stakeholders. These might come from planning, education, health, transport, local community groups, facility providers, etc. Try to include critical voices as well as supportive voices. The following questions may help in identifying the key stakeholders:

- Who would be best to invite onto an initial discussion meeting?
- Who do you need on the Working Group to co-produce the UActive Action Plan?
- Who could be critical and thus important to involve early into the process to avoid blockages, and support implementation?
- Who could undertake the peer review, once the UActive has been developed?
- Who would you need to ensure the implementation of the Action Plan?
- When the key stakeholders have been identified, compile a list and decide which stakeholders would be best involved in:
 - An initial discussion meeting,
 - The Working Group,
 - Stakeholders to act as advisors in the process as it develops,
 - Stakeholder/s who can peer review the Action Plan with a critical, but informed, eye,
 - Implementation stakeholders.

- Once the composition of the Working Group has been decided, be clear on the role of the group, and the specific role and function of each of the stakeholders on that group. Also make sure it is clear to all, what the role of the other stakeholders are in reviewing/advising on the Action Plan development, its subsequent implementation, etc.
- Plan and organise the meeting schedule for the Working Group, and communication (mode and frequency) with the other key stakeholders.
- Ensure there is early engagement with key implementation partners (who may also be stakeholders).
- Peer Review: Identify early on in the process a suitable person/s to undertake the peer review of the document. The review of draft Action Plans and expert support is important to ensure a robust, relevant and evidenced-based Action Plan is developed. Either use or modify, the SPaCE Action Plan review template.
- Community consultation is essential to the co-production of a UActiveE Action Plan to ensure that it works for the community it is designed for. Make a list of individuals and organisations central to the Action Plan, including people from hard to reach groups, such as people with disabilities, older people, etc. Consider innovative and appropriate ways to consult and engage with them, for example, social media, focus groups with children and young people, visits to community groups, ideas workshops, etc. There is a document with ideas on how to do this in the supporting documentation section.

Co-production of the Action Plan

- Plan the development phases and the Working Group meeting schedule.
- Engagement with key stakeholders – decide how and when in the process this will take place. Modes of engagement can differ, i.e. face to face, electronic, group, individual; consider which is best for each stakeholder.
- Explain the co-production process to all involved to ensure their understanding at the beginning, and throughout the process.
- Build-in community consultation throughout the process to ensure the Action Plan is useful and will work for the communities it is designed for, and with. There is a document with ideas on how to do this in the supporting documentation section.
- Co-production of the Action Plan is a process that is challenging and time consuming but critical to development and implementation success of Action Plan. Allow time for this process in your timescales.
- When deciding on the actions within the plan, incorporate SMART (specific, measurable, achievable, realistic and timed) objectives. For each action consider the evaluation of its success and its measurement, using appropriate indicators.

Use of evidence and good practice

- Case studies and evidence, provided in the SPAcE Review of Evidence and Examples of Good Practice document, can be a useful framework for inspiration, ideas and ensuring evidence-based policy and action.
- Custom-selected evidence is important for the setting/community the Action Plan is targeted at.
- Engage stakeholders with the evidence, to enable the co-production process to be shared.

Action Plan content

- Use the template to guide the content of each section.
- Include a mix of both social and physical environment actions and measures.
- Use local evidence and policies, and adapt the Action Plan to local needs and specific contexts, based on input from stakeholders in the co-production process.

Integrating economic appraisal

- Use of the WHO HEAT Tool is recommended for:
 - predictive purpose, to assess current usage, and/or to assess the economic impact of predict future usage to provide, and/or
 - Potentially powerful advocacy tool in convincing stakeholders and funder of the value of the Action Plan.
- Review the SPAcE document for examples of how the WHO HEAT Tool was used in the Action Plans in the SPAcE project, and how it could be incorporated and used in the development of the Action Plan.

EXAMPLE UActive ACTION PLANS





Romania

UActive Action Plan Executive Summary: Brasov, Romania.

1. Introduction to the UActive Action Plan

- Brasov:
 - Main urban centre in the central region of Romania, population of approximately 300,000.
 - Life expectancy is around 73 years for males and 80 years for females.
 - Situated in a natural environment with 28.9% of the city dedicated to green spaces, sports and leisure facilities, rural, accessible countryside and mountains close by.
 - Sustainability Urban Mobility Plan (2014-2015) showed that the majority of residents travelled by car (32.8%), bus (34.1%) or as a passenger (18.6%), few people travelled by bicycle (0.2%).
- Health and wellbeing:
 - Eurobarometer study (2013) reported that 78% of Romanians never or seldom exercise or take part in sport or physical activity, with only 6% taking part at least more than once a week. In terms of walking, 39% reported that they walked less than 30 minutes per day and only 15% reported walking more than 60 minutes a day.
 - Public Health records report that obesity is rising (+33.5% from 2013-2015) and circulatory diseases have risen by 9.2%.
 - A national survey found Brasov to have the highest incidence of people with hypertension, ischemic myopathy and cerebrovascular illness.

1. UActive Action Plan development process

Following the development process detailed in Section 2 the stakeholder group led by Brasov Metropolitan Agency, determined their intervention priority and population groups as follows:

- Overall strategic intervention: A focus on improving sport and physical activity infrastructure to generate most impact medium to long term for the citizens of Brasov, and specifically the cycling infrastructure.
- Target group: 8-80 years old, i.e. all individuals able to use a bicycle and belonging to any socio-economic category.

UActive Action Plan, Brasov

Vision: Brasov – the city where cycling is a way of life.

Aim: To promote an active lifestyle by creating an urban environment to facilitate the use of bicycles for transportation and recreational purposes.

Specific objectives:

1. The creation of an urban planning network to include cycling lanes, linking related facilities within the community.
2. Expanding the network of cycle lanes (and related infrastructure) at 25 km by 2023.
3. The creation of one recreational facility (bike-park) for bicycle users.
4. Promoting cycling for transportation and recreational purposes among residents.

Activities:

For each of the objectives above the Action Plan details a number of actions that will contribute to the achievement of that specific objective or goal Objectives and actions developed in the UActive are summarised below, in table 1.



Table 3: Summary of Brasov UActive Action Plan goals/objectives and actions.

Goal/objective	Action step
1. The creation of the urban planning of the setting of cycle lanes and related facilities	1. Audit of current cycle lane network and related facilities.
	2. Undertake a study to determine the number of cyclists.
	3. Undertake financial and technical analysis to investigate the feasibility of extending the existing network. Use WHO Health Economic Assessment Tool for Walking and Cycling to select sites with greatest impact potential.
	4. Based on 1-3 above, select sites for the extension and improvement of the cycle network.
2. Expanding the network of cycle lanes (and related infrastructure) at 25 km by 2023	1. Feasibility study on the selected sites from 1.4 above.
	2. Development and launch of the tender documents for the infrastructure changes.
	3. Review tenders received from launch in 2.2.
	4. Commissioning of organisations to undertake the infrastructure change.
	5. Implementation of the expansion of lanes.
3. The creation of one recreational facility (bike-park) for bicycle users	1. Feasibility study for the bike park.
	2. Development and launch of the tender documents for the infrastructure changes.
	3. Review tenders received from launch in 3.2.
	4. Commissioning of organisations to undertake the infrastructure change.
	5. Implementation of the facility.
4. Promoting the bicycle for transportation and recreational purposes among residents	1. Raising awareness of public authorities and the community through a series of awareness raising activities promoting 'Brasov -the bike friendly city' across the city.
	2. Public awareness campaign - information and communication activities including social media, classical media, conferences, press releases, radio interviews, outdoor communication etc.
	3. Civic participation activities – a series of mass participation events to raise awareness and instigate action and change.

To view the full Action Plan click here: [Brasov's UActive Action Plan](#).

For further specific details of the process and UActive please contact:

Radu Colt, Brasov Metropolitan Agency , B-dul. Eroilor no. 8, cam. 200, 500007, Brasov.

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Spain

UActive Action Plan Executive Summary: Castilla-La Mancha (Toledo), Spain.

1. Introduction to the UActive Action Plan

- Castilla-La Mancha (Toledo):
 - Toledo is a municipality and a city located 71km south of Madrid. It is the capital of the autonomic community of Castilla-La Mancha and in 2015, has approximately 83,000 citizens.
 - Geographically the city has a scattered configuration, with neighbourhoods up to 8km from the city centre, situated on top of a 100m hill. A river meanders around the city.
 - The Action Plan is centred on two neighbourhoods, Santa María de Benquerencia and Santa Bárbara. These represent 35% of the total population who are principally made up of a mean age of 38 years in Santa María de Benquerencia and 35 years in Santa Barbara. As a consequence, there is a large proportion of young families which has resulted in a high number of schools.

2. UActiveE Action Plan development process

Following the development process detailed in Section 2 Castilla-La Mancha (Toledo) determined their intervention priority and population groups as follows:

- Strategic intervention: Social and built environment – active commuting between Toledo and Santa María de Benquerencia and the Santa Bárbara neighbourhoods. The neighbourhoods were selected due to the following reasons:
 - Populated neighbourhoods in the city/municipality.
 - Easy access to the city by car and therefore high usage of the car.
 - A more varied environment, conducive to commuting for work, leisure and fitness.
 - Toledo city centre and the train station are commutable distances on a bike.
- Population group: All citizens including families, school children, working age adults, and also related organisations such as employers, government agencies, and health care organisations.

UActiveE Action Plan, Castilla-La Mancha (Toledo)

Vision: Active mobility will become an easy, sustainable and popular alternative in Toledo, for an efficient, safe and healthy daily transportation.

Aim: To promote an active lifestyle in Toledo's citizens, based on active commuting/mobility in daily transportation.

Specific objectives:

1. To develop the infrastructure to link the urban areas together to enable active mobility.
2. To initiate a series of behaviour change strategies targeted at increased active mobility/transportation/commuting behaviour.
3. To provide each of the neighbourhoods social agents with the tools to promote an active lifestyle within the population, in particular active commuting/transportation.
4. To provide decision making agents with tools and necessary experiences to introduce active cities projects, for example social participation programmes.
5. To develop an intervention model which could be used in the future in other locations within the autonomic community.

Activities

For each of the objectives above the Action Plan details a number of actions that will contribute to the achievement of that specific objective or goal. Objectives and actions developed in the UActiveE are summarised in the table below.

Table 4: Summary of Castilla-La Mancha UActiveE Action Plan goals/objectives and actions.

Goal/objective	Action step
1. To achieve political and organization support to the project by all relevant institutions.	1. Identify all relevant institutions.
	2. Present the initiative to these organisations.
	3. Co-produce and design the actions for implementation with the organisations.
	4. Present the project publically including planned actions.
2. To improve the facilities and infrastructure needed to connect by cycle and walking the Santa M^a de Benquerencia neighbourhood to the city centre going through Santa Bárbara neighbourhood.	1. Improve the existing network of walking routes and paths through infrastructure improvements such as widening of paths, continuity of network etc.
	2. Identification of bike parking near to, or at, the main centres of activities such as health centres, shopping centres, schools, etc.
	3. To devise a mobility plan for the industrial area of Santa María de Benquerencia.
3. To introduce Active Mobility - walking to school project, to all schools in both neighbourhoods.	1. To promote and incentivise economically, schools who promote Active Mobility - walking to school.
	2. Improve traffic safety and perception of safety with liaison with local police, as entrance and exit to schools.
	3. Design routes, with relevant signage, for safe routes to schools.
	1. Review the Action Plan and design a dissemination and marketing campaign for its promotion.
4. To design social and participative programmes that support and promote Active mobility	2. Target sports clubs for the promotion of active transport.
	3. Target neighbourhood/community organisations for the promotion of active transport.
	1. Design and execute a communication campaign promoting the network and active transport.
5. To increase awareness and educate citizens, social agents, institutions and business, in the advantages of active mobility.	2. Provision of 'starter' courses to support people to walk and cycle for sectors of the community less likely to use active transport.
	3. Dissemination of the SPAcE UActiveE Action Plan to other municipalities to encourage and support others to devise UActiveE Action Plans.

To view the full Action Plan, click here: [Castilla-La Mancha \(Toledo\) UActivE Action Plan](#)
For further specific details of the process and UActivE Action Plan please contact:
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Italy

UActive Action Plan Executive Summary: Palermo, Italy.

1. Introduction to the UActive Action Plan

- Palermo:
 - Located on the North West coast of Sicily and one of the warmest cities in Europe with an average annual ambient air temperature of 18.5 °C.
 - Capital of the Sicilian region and the Province of Palermo.
 - 5th most populated city in Italy with a population in 2016 of 1,270 000 inhabitants. The city centre has a population of around 680,000 people. Population has increased in recent years, with immigration as the main cause.
 - 4th most congested European city (based on all city sizes). The congestion level in Palermo in 2014 was recorded at 42%, with a morning peak of 66% and evening peak of 68%. Challenges in the local environment are created by road infrastructure, nature of the historical centre (narrow streets, with lack of parking facilities), a lack of green spaces and parks and public transport networks.
- Health and wellbeing:
 - In 2014-2015 Sicily had higher levels of obesity than other areas in Italy, for example 23.2% of children are overweight, 10.2% obese and 3.7% severely obese.
 - Italy has lower levels of physical activity when compared with other EU countries.
 - A national report in 2014 found that only 60% of schools had a gym or adequate structure for sport within the school building.

2. UActive Action Plan development process

Following the development process detailed in Section 2 Palermo determined their intervention priority and population groups as follows:

- Strategic intervention: infrastructure and policy for the promotion of active environments with a focus on children and young people, the key priority for intervention for the UActive Action Plan for Palermo was in the school environment.
- Population group: children and young people (School-aged) and their families, school education sector and the wider school community including the general public.

UActive Action Plan, Palermo.

Vision: Palermo – home of active and healthy school communities.

Aim: to create a school culture that promotes active lifestyles among children and young people and support the development of school environments that facilitate and increase regular physical activity, reducing inactivity and preventing overweight children and childhood obesity.

Specific objectives:

1. To educate children and young people about the benefits of physical activity to contribute to counteracting childhood overweight and obesity and give them the opportunity to participate in the planning and decision making of physical activity in their school environment.
2. Provide teachers, educators and youth workers with new methods and approaches to increase opportunities for a variety of physical activities throughout the school day.



3. Enrich the school environment through physical activity that will help to improve academic achievement and make a positive impact on the well-being of children, young people and the wider school community.
4. Advocate policy that will implement effective strategy and infrastructure to increase access to and encourage physical activity for all school children.

Activities

For each of the objectives above the Action Plan details a number of actions that will contribute to the achievement of that specific objective or goal. Objectives and actions developed in the UActiveE are summarised in the table below.

Table 5: Summary of Palermo UActiveE Action Plan goals/objectives and actions.

Goal/objective	Action step
1. Urban Trails - Urban trekking from home to school to playground	1. Data on existing and future pedestrian routes in development in Palermo.
	2. Data on Cultural monuments and world heritage sites in the vicinity of the pedestrian routes.
	3. Study possible pedestrian routes to schools including historical monuments and world heritage site, measuring distance from homes to school.
	4. Development of the School Urban Trails Programme a) planning the walks of 3km return distance to and from home to school of pupils, the most safest route and timings for each one.
	5. Development of the School Urban Trails Programme b) the activities in the classroom between teachers and students.
	6. Identification of next phase of project activities for School Urban Trails Programme - cycling trekking from home to school.
2. Active School Districts	1. Data on existing school sports facilities in Palermo accessible and non-accessible after opening school hours.
	2. Evaluate with feasibility study the schools that can implement the Active School District and their current facilities for physical activity.
	3. Development of Active Districts with the identified schools.
	4. Development of specific activity programme to Support the Active Districts.

To view the full Action Plan click here: [Palermo UActiveE Action Plan](#)

For further specific details of the process and UActiveE Action Plan please contact:

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Latvia

UActive Action Plan Executive Summary: Tukums, Latvia.

1. Introduction to the UActive Action Plan

- Tukums:
 - In 2014 Tukums Municipality became a member of the Latvian Healthy Cities Network. This resulted in a Public Health Promotion Strategy of the Tukums region 2016-2023 which identifies developments for healthy urban planning in Tukums and this UActive Action Plan plays important role in this policy infrastructure.
 - In January 1, 2015, there was a population of 31,666 in the Tukums region; 19,000 is concentrated in the Tukums town, the smallest population – 530 is in the Zentene parish.
 - Overall the population in Latvia and the Tukums region continues to decline.
- Health and wellbeing:
 - Non-communicable diseases are the leading cause of morbidity and mortality in Latvia as well as in the Tukums region.
 - A population level activity survey showed that, in 2016, 42.1% stated that they

are spending their leisure time quite active – walking, cycling and taking part in other physical activities for at least 4 hours per week, 33.6% of respondents stated that they are spending their leisure time passively - reading, watching TV, using computer or performing other sedentary activities.

- 69.9% of population are walking every day and 13% at least once per week. 43.7% use the car every day and only 23.4% did not use a car in the last year.

UActive Action Plan development process.

Following the development process detailed in Section 2 Tukums determined their intervention priority and population groups as follows:

- Overall strategic intervention: development of a healthy and safe society in a safe and attractive environment.
- Population group: Whole population, including every individual in the municipality, focusing on children and young people and general population.

UActive Action Plan, Tukums

Vision: In motion in Tukums! A town where everything can be reached by foot and bicycle.

Aim: to create a favourable environment in Tukums town to facilitate active and healthy way of life for its people.

Specific objectives:

1. Facilitate daily physical mobility among the citizens.
2. Facilitate active leisure time.

Activities:

For each of the objectives above the Action Plan details a number of actions that will contribute to the achievement of that specific objective or goal Objectives and actions developed in the UActive are summarised in the table below.



Table 6: Summary of Tukums UActive Action Plan goals/objectives and actions.

Goal/objective	Action step
1. Facilitate the daily physical mobility of citizens	1. Develop the infrastructure for safe pedestrian flow in the town <ul style="list-style-type: none"> Identifying the pedestrian flow in the town Develop the plan of infrastructure for safe pedestrian flow Create the infrastructure for safe pedestrian flow
	2. Develop the infrastructure for safe cycling in the town <ul style="list-style-type: none"> Pupils' involvement in designing of the cycle routes Route development to complement and develop from, existing cycle routes Utilize the HEAT Tool to support planning of cycle infrastructure Create the cycle infrastructure including cycle parking
2. Facilitate the active leisure time.	1. Development of recreation areas <ul style="list-style-type: none"> Involve the community in the design of the recreation areas linking and combining with, cycling/walking routes, i.e. cycling route located to enable access to an outdoor gym, rest stops, etc. Development of routes to link the recreation areas, including signage Organizing opportunities for key stakeholders (entrepreneurs, associations and the local population) to meet to jointly facilitate the promotion and use of, the outdoor space.
	2. Improvement of the information available on sports and recreational infrastructure <ul style="list-style-type: none"> Improve the access to information on sports infrastructure Locate stands for runners and Nordic walkers with information on warming-up, exercises and warming-down, etc, in the recreation areas.
	3. Promotion of health contributing activities <ul style="list-style-type: none"> Organise and promote initiatives for local community Organise and promote sporting competitions Promotion and development of traditional events where physical activity can be promoted, e.g. Family day, Health and Sport Festival, Mobility week Promote and implement different types of sports activity in schools for young people, including cycling, skating, etc. Organizing activity promoting day camps for children.

To view the full Action Plan click here: [Tukums UActive Action Plan](#)

For further specific details of the process and UActive Action Plan please contact:

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Greece

UActive Action Plan Executive Summary: Trikala, Greece

1. Introduction to the UActive Action Plan

- Trikala:
 - Trikala is a city in central Greece and the capital of the prefecture of Trikala.
 - In 2016 has approximately 75.000 citizens.
 - There is an overall ageing trend of the prefecture's and of the city's population.
- Health and wellbeing:
 - Eurobarometer (2014) study shows that in Greece, 69% never play sport or exercise and 67% never or seldom do other forms of physical activity.
 - Trikala has a tradition of cycling with a national survey (2010) on bicycle use indicating a 15% daily usage (compared to an overall 2.5% for Greece).
 - However in a 2016 survey at Trikala, 32% of the participants considered the cycling paths incomplete and 19% consider these to be dangerous.

2. UActive Action Plan development process

Following the development process detailed in Section 2 Trikala determined their intervention priority and population groups as follows:

- Strategic intervention: A focus on improving, extending and connecting cycling lanes and paths.
- Population group: All individuals able to use a bicycle and belonging to any socio-economic category.

UActive Action Plan, Trikala

Vision: Trikala: A city that eliminated all car-use from the extended city centre.

Aim: To pedestrianize the city centre and connect it with leisure and recreation settings by cycle lanes and pedestrian paths.

Specific objectives:

1. Expanding the network of cycle lanes from 5.2km today to 9.3km by 2021.
2. Expanding the network of pedestrian streets from 2.5 km today to 3.3 km by 2021.
3. Promoting cycling and walking for transportation and recreational purposes among residents.

Activities:

For each of the objectives above the Action Plan details a number of actions that will contribute to the achievement of that specific objective or goal objectives and actions developed in the UActive are summarised in the table below.

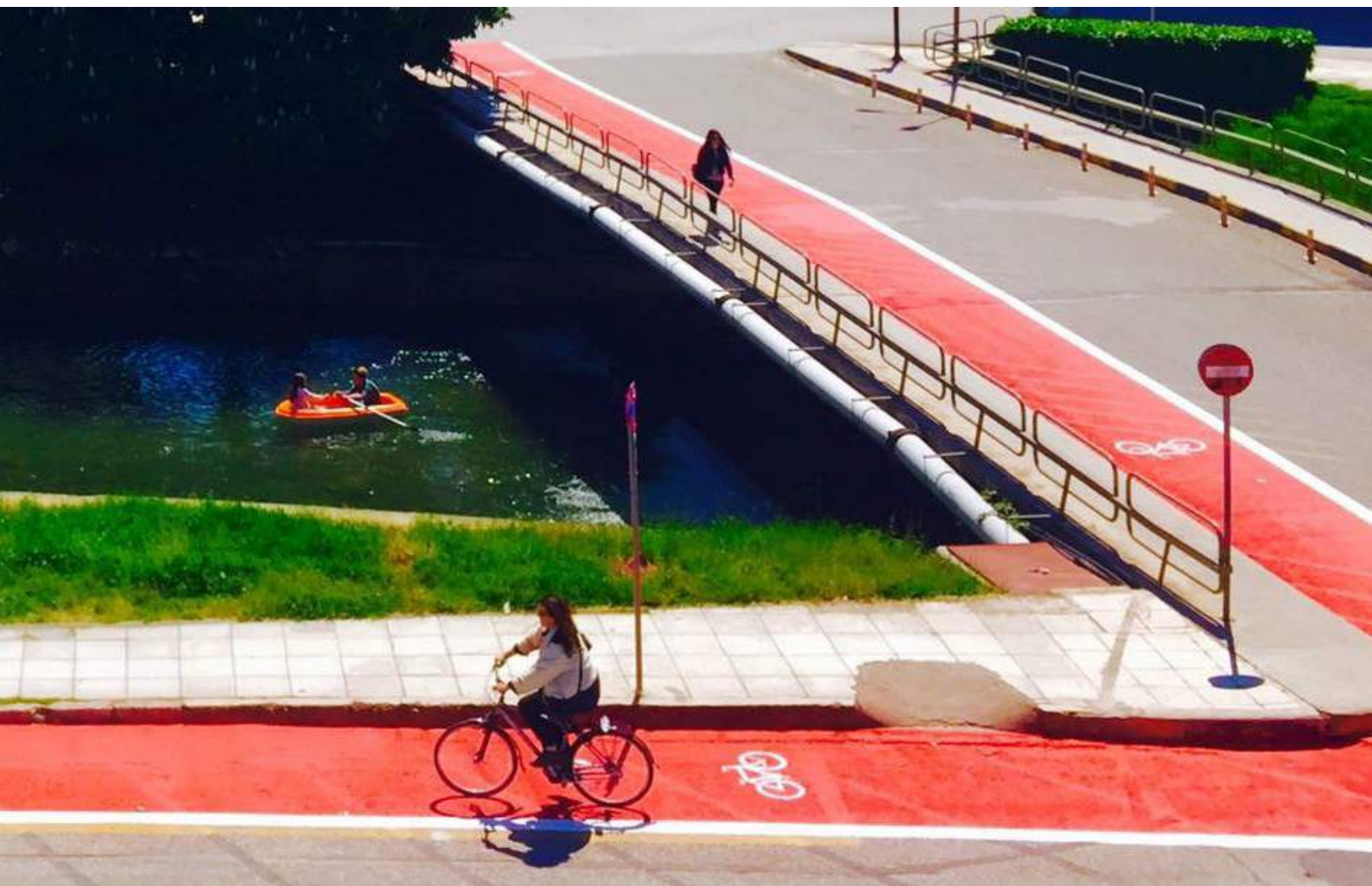


Table 7: Summary of Trikala UActive Action Plan goals/objectives and actions.

Goal/objective	Action step
1. Expanding the network of cycle lanes from 5.2km today to 9.3km by 2021.	1. Survey of cyclists (including WHO HEAT related data).
	2. Application to Green Fund Greece for funding a Technical Study for the extension of cycling lanes.
	3. Technical Study for the improvement and extension of current cycling lanes.
	4. Public consultation and review of the Technical Study.
	5. Implementation of new cycling lanes.
1. Expanding the network of pedestrian streets from 2.5 km today to 3.3 km by 2021.	1. Application to Green Fund Greece for funding a Technical Study for the extension of pedestrian streets.
	2. Technical Study for the improvement and extension of pedestrian streets.
	3. Public consultation and review of the Technical Study.
	4. Implementation of the expansion of streets.
2. Promoting cycling and walking for transportation and recreational purposes among residents	1. Raising awareness of public authorities by presenting health-related physical activity evidence including HEAT results from Trikala study.
	2. Development and promotion of promo videos for cycling and walking. Related mass media campaigns.
	3. Civic participation activities – mass participation events in cooperation with interested groups (e.g. cyclists groups) to raise public awareness.

To view the full Action Plan click here: [Trikala UActive Action Plan](#).

For further specific details of the process and UActive please contact: Vasilena Mitsiadi.

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PHOTO CREDITS

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